

River Blyth
Port Health Authority

ANNUAL REPORT

OF THE
MEDICAL OFFICER
OF HEALTH

1938

PELAW-ON-TYNE :
CO-OPERATIVE WHOLESALE SOCIETY'S PRINTING WORKS.
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River Blyth Port Health Authority

1938-39.

MEMBERS OF THE AUTHORITY.

Councillor C. S. KIDD (*Chairman*).

Councillor R. TURNBULL (*Vice-Chairman*).

Appointed by the Blyth Borough Council :

Alderman H. DONNACHIE.

Alderman W. W. MATHER, J.P.

Alderman F. RAFFERTY.

Alderman R. WALKER.

Alderman A. WALTON, J.P.

Councillor J. R. CURRY.

Councillor J. W. HEATLEY.

Councillor R. TURNBULL.

Councillor T. STEPHENSON.

Appointed by Bedlington Council :

Councillor C. S. KIDD.

Councillor W. C. WARD.

Councillor W. MATHER.

OFFICERS AND STAFF.

Clerk to the Authority : J. LEIGH TURNER.

Medical Officer of Health :

JOHN STEEDMAN, M.D., B.Hy., D.P.H. (died September 16th, 1938).

J. STOKOE, M.D., B.Hy., D.P.H. (appointed January 16th, 1939).

Deputy Medical Officer of Health : W. I. GORDON, M.A., M.B., Ch.B.

*Sanitary Inspector and Executive Officer under Rats and Mice
(Destruction) Act, 1919 :*

JOHN DILKS, M.S.I.A.

Rat Catcher : A. F. CHAPMAN.

Clerk : N. HARDCASTLE.

Matron, Isolation Hospital : Miss H. KIMM, S.R.N., C.M.B.

Nurse, Isolation Hospital : Miss L. HUTCHINSON.

Clerk's Office : Municipal Buildings, Blyth.

Medical Officer's Office : Wellington House, Blyth.

Sanitary Inspector's Office : 6, Blagdon Street, Blyth.

Isolation Hospital : Cowpen, Blyth (Tel. : Blyth 285).

Telegraphic Address : Portelth, Blyth.

River Blyth Port Health Authority

WELLINGTON HOUSE,
BLYTH.

February, 1939.

*To the Chairman and Members of the
River Blyth Port Health Authority.*

GENTLEMEN,

I beg to present the Report of the sanitary administration, circumstances, and statistics of the River Blyth Port Health Authority for the year 1938.

My predecessor, Dr. J. Steedman, died in September, since when, to the end of the year, work was carried on under the direction of Dr. W. I. Gordon, Deputy Medical Officer.

The number of ships arriving in Port was 4,534 as against 4,797 in 1937, the tonnage being 2,545,529 as against 2,821,950.

The chief imports during the year were cement, 8,809 tons ; tiles, 2,326 tons ; deals, boards, and battons, 4,825 loads ; mining timber, 21,059 loads ; other timber, 110 loads ; while the exports were : coal, 5,835,022 tons, and coke, 14,191 tons, all showing a slight decrease on the year 1937, and due probably in no small measure to the crisis of this country in September.

The Hospital under the Port Health Authority continued to receive cases from the Borough, and only two cases were admitted during the year from the Port, they being one case of malaria with pneumonia, and one case of diphtheria. One case of diphtheria was admitted from the Bedlington Urban District, and from the Borough of Blyth there were seven cases of diphtheria (one of whom also had chickenpox), 85 cases of scarlet fever, and one case of erysipelas. At the beginning of the year there were under treatment three cases of measles and one of diphtheria, and at the end of the year 12 cases of scarlet fever.

For the information and figures supplied for this Report I have to thank the Matron of the Port Health Hospital, and the Sanitary Inspector.

J. STOKOE, M.D., B.Hy., D.P.H.,
*Medical Officer of Health,
River Blyth Port Health Authority.*

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR ENDING 1938.

TABLE A.

Vessels.	Number.	Tonnage.	Number Inspected.		Number reported to be defective.	Number of Vessels on which defects were remedied	Number of Vessels reported as having, or having had, during the voyage infectious disease on board.
			By M.O.H.	By the Sanitary Inspector.			
Foreign Steam ..	663	532,515	..	660	17	16	1
„ Motor ..	19	6,866	..	16	..	..	..
„ Sailing ..	..	..	..	..	..	..	..
„ Fishing ..	9	1,156	..	9	..	..	..
Total Foreign..	691	540,537	..	685	17	16	1
Coastwise Steam ..	3,020	1,823,993	..	2,994	99	99	3
„ Motor ..	704	164,608	..	695	..	..	..
„ Sailing..	12	5,991	..	12	..	..	..
„ Fishing	107	10,400	..	107	..	..	..
Total Coastwise.	3,843	2,004,992	..	3,808	99	99	3
Total Foreign and Coastwise	4,534	2,545,529	..	4,493	116	115	4

CREWS OF VESSELS EXAMINED.

Coastwise.	Foreign.	Fishing.	Totals.
47,855	11,370	1,383	60,608

Number of individual ships arrived from foreign ports during the year 1938 was 354.

II.—CHARACTER OF TRADE OF PORT.

TABLE B.

(a) PASSENGER TRAFFIC DURING 1938.

No. of Passengers.	First Class.	Second Class.	Third Class.	Trans-migrants.
Inwards	Nil	Nil	Nil	Nil
Outwards	Nil	Nil	Nil	Nil

Passengers arriving at Blyth are chiefly on holiday or are friends of crews. The number recorded at the Port during the year was 171. There is no regular passenger boat service.

(b) CARGO TRAFFIC.

Exports.—Coal, 5,835,022 tons ; Coke, 14,191 tons.

Imports.—Cement, 8,809 tons ; Tiles, 2,326 tons ; Deals, Boards, and Battons, 4,825 loads ; Mining Timber, 21,059 loads ; Other Timber, 110 loads.

(c) The following are the ports from which vessels have arrived :—

Foreign Ports.

NORWAY.—Aalesund, Arendal, Bergen, Christiansand, Drammen, Haugesund, Oslo, Porsgrund, Sande, Sarpsborg, Sandefjord, Sandnes, Stavenger, Tromsøe.

SWEDEN.—Gothenborg, Gota, Halmstad, Karlstad, Karreback-munde, Malmo, Skoghall.

DENMARK.—Aarhus, Aalborg, Copenhagen, Esbjerg, Elsinore, Fredrikshavn, Korsør, Odense, Randers, Svendborg.

GERMANY.—Bremen, Brunsbottel, Emden, Hamburg, Harburg.

FRANCE.—Bordeaux, Brest, Boulogne, Caen, Calais, Cherbourg, Dieppe, Deauville, Dunkirk, Fecamp, Havre, Honfleur, Lorient, Nantes, Rouen, St. Malo, St. Nazaire, St. Brieux, Trouville, Treport.

BELGIUM.—Antwerp, Bruges, Langebrugge, Marlaix, Nieuport, Ghent, Ostend, Zeebrugge.

HOLLAND.—Amsterdam, Delfzyl, Dordrecht, Groningen, Harlingen, Rotterdam, Sluiskyl, St. Monica, Terneuzen, Ymuiden, Zaan-dam.

FINLAND.—Dago, Makslahti, Toppolla, Vasklot.

ICELAND.—Patriksfjord, Reykjavik.

RUSSIA.—Archangel, Leningrad.

DANZIG F.S.—Danzig.

FAROE ISLES.—Faroe.

POLAND.—Gdynia.

SICILY.—Trapani.

III.—SOURCE OF WATER SUPPLY.

(a) The Port is supplied by the Newcastle and Gateshead Water Company on the south side of the river, and the Tynemouth Water Company on the north side.

(b) Ships are supplied from the mains, which are laid along the loading and most of the waiting berths. Ample provision is now made for supply at practically every part of the harbour with the exception of several jetties, but these can be reached by water boats. The Dry Docks and Shipbuilding Company supply ships with fresh water during their stay in the docks for repairs.

(c) Two water boats are still in commission, one the property of the Harbour Commissioners, and the other privately owned. They are frequently inspected from structural and sanitary standpoints. Both boats are docked periodically when the tanks are thoroughly cleansed and repairs carried out. The new supply tanks as referred to last year continue to give satisfaction.

IV.—THE PORT SANITARY REGULATIONS, 1933.

(1) The arrangements in force at present for dealing with Declarations of Health are as follows: The Pilots, who have consented to co-operate in the new Regulations, are supplied with Forms P.S.1, and issue these to the Masters of foreign ships. The Master, on completion, hands the Form of Declaration to the Customs Officer or a member of the staff of the Medical Officer. If anyone from the staff of the Medical Officer boards the ship prior to any Customs Officer he collects the Form of Declaration and leaves Form P.S.2, thus showing that there is no medical reason for withholding pratique. This, of course, is when the declaration requires no medical inspection.

This method has so far been satisfactory, and the understanding between the Pilots, Customs Officers, and members of the Authority's staff is efficient.

(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free either by the Customs Officer or the Medical Officer.

(3) Notification to the Sanitary Authority is now sent direct to the registered telegraphic address, "Portelth, Blyth," if any vessel should require attention. Wireless messages are received at the Cullercoats station, which is situated about seven miles south of Blyth. These in turn are passed through the G.P.O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, &c., hand in any information required as stated by the Port Regulations.

(4) MOORING STATIONS UNDER ARTICLE 10.—(a) Should any ship, on arrival, be suspected as having infectious disease on board, such ships would be berthed at the Inspection Jetty, known as the Seven Stars Jetty, pending medical examination. This has been the arrangement previously and has always been found suitable. If after medical inspection the ship was found to be infectious, it would then be sent to Quarantine Jetty, which is situated on the north side of the river, and cannot be approached unless by boat. The Harbour Master has consented to make an emergency berth at any part of the river should the circumstances demand such action, to be known as a “ designated ” mooring station under the new Regulations.

(b) There is no mooring berth outside of the docks. The situation of the river does not allow the berthing of vessels outside the harbour.

(5) Standing exemptions have been arranged, with the consent of all concerned, that all ships except those with evidence or suspicion of infection from plague, cholera, yellow fever, smallpox, or typhus fever may be allowed to proceed to their berths. Each or any such berth may become a “ designated ” mooring station if circumstances so require. It is understood, of course, that any such exempted ship shall be dealt with at the earliest possible moment by your staff, according to the conditions obtaining on board.

(6) When a ship from a foreign port arrives, no one is supposed to board or leave the ship other than the Pilot, Customs Officer, or the Medical Officer or his staff, until it has been declared free from control as required by the Regulations. The various officers, as mentioned herewith, are complying strictly with Part I, Section 16, and so far it can be stated that compliance with this part of the Regulations has been adhered to.

(7) (a) PREMISES AND WAITING ROOMS FOR MEDICAL EXAMINATION.—There are no special premises or waiting rooms for medical examinations. Any work under this section has to be carried out on the ship or in case of removal at the Port Health Authority's Hospital.

(b) The cleansing or disinfecting of ships is carried out at their respective berths, or when they are in dry dock. In case of infectious disease, disinfection of crew's quarters, &c., is usually done with S.O.2 or sprayed with Formalin. There is no cleansing station or other arrangements for the cleansing of persons: the erection of such stations is still in abeyance. When patients are removed to hospital their clothes, bedding, &c., are removed also and disinfected in apparatus installed at the Hospital.

(c) There are no premises or temporary accommodation for persons other than the Port Hospital.

(d) The Port Health Authority have their own Infectious Disease Hospital to which patients are removed. The Hospital is situated on the upper reaches of the river, being about two miles from the centre of the harbour. Three wards are available at this hospital; and other beds were available at the Borough Hospital up to March 31st. The Borough Hospital is now closed down.

(e) AMBULANCE TRANSPORT.—The Port Health Authority have the use of Blyth Infectious Motor Ambulance, and arrangements are conveniently made by telephone when required.

(f) SUPERVISION OF CONTACTS.—Any person or persons leaving a ship, will, as required by these Regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within 14 days, notification of such change must be made to the Port Medical Officer where disembarkation takes place. Special post-cards (P.S.3) have been printed with the name and address of the Authority thereon, also some of the requirements of the Regulations. A reply card is also attached to this, thus simplifying matters and rendering information readily where contacts are concerned.

(8) Bacteriological examinations of rats are carried out in the first place by your Medical Officer, and in the event of any signs pointing to the probability of plague infection, further examinations would be carried out in the College of Medicine, Newcastle-on-Tyne. During the year 20 rats were so examined by your Medical Officer, and none were sent away for further examination.

(9) Bacteriological examinations such as swabs or blood tests are carried out as required at the County Laboratory, Newburn.

(10) ARRANGEMENTS FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASES AMONG SAILORS UNDER THE INTERNATIONAL ARRANGEMENTS.—Most cases consult private medical practitioners in the port area. Leaflets are distributed, however, in the appropriate language on the first visit of your officers to the ship, giving particulars of the recognised treatment centre at the Newcastle General Hospital, Westgate Road, Newcastle, and at Preston Hospital, North Shields.

(11) ARRANGEMENTS FOR THE INTERMENT OF THE DEAD.—When dead bodies are recovered from the river, or a ship, they are placed in the Port Mortuary. This building is kept and maintained by the Port Health Authority. When bodies are not identified they are buried by the Local Authority, who claim any expenses incurred therein from the County Council.

(12) OTHER MATTERS, IF ANY, REQUIRING OR RECEIVING ATTENTION.—There are none such. The smooth working of the Port Sanitary Regulations, 1933, at the Port of Blyth is largely due to the wholehearted assistance of the local officers of the Customs and Excise, also the River Blyth Pilots, between whom and your officers there have always been the best relations, and I record my appreciation of their hearty co-operation.

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED
FROM VESSELS, 1938.

Disease.	Number of Cases during 1938.		Number of Vessels concerned.	Average Number of Cases for previous five years.
	Passengers.	Crew.		
Diphtheria	Nil	1	1	0.2
Pneumonia and Malaria	Nil	1	1	0.2
Influenza	Nil	2	1	1.2

TABLE D.

CASES OF INFECTIOUS SICKNESS OCCURRING
ON VESSELS DURING THE VOYAGE, BUT
DISPOSED OF PRIOR TO ARRIVAL.

Disease.	Number of Cases during 1938.		Number of Vessels concerned.	Average Number of Cases for previous five years.
	Passengers.	Crew.		
Nil	Nil	Nil	Nil	2.16

OTHER SICKNESS.

January 5th, 1938, *S.S. Ledaal* (Norge).—Notification was received from the Port of Middlesbrough concerning a sailor who had been examined there and was suspected of having pleurisy. He was further examined soon after arrival, but this proved to be nothing of a serious nature.

March 8th, 1938, *S.S. Sulev* (Esthonian).—This vessel called for bunkers and was on a journey from Trapani (Sicily) to Norway. A fireman had been suffering from tonsilitis, having had treatment at the latter port. He was examined at this port, but had practically recovered.

March 17th, 1938, *S.S. Kadli* (Esthonian).—On arrival from Tayport two firemen were found to be suffering from mumps. They received treatment during their vessel's stay in Port, and were greatly improved prior to sailing.

May 16th, 1938, *S.S. Heilo* (Norge).—After arrival from the Faroe Isles the Master reported all well. The following day, however, a sailor took ill and was found to be suffering from diphtheria. He was removed to the Port Health Authority's Hospital the same day. The forecastle was disinfected, also the cleansing of lavatories, &c. Nothing further developed, the rest of the crew were all well prior to sailing.

May 25th, 1938, *S.S. Polglen* (British).—The Master was suffering from sore throat (tonsilitis) after arrival from Cowes. He received appropriate treatment during his stay in Port.

June 9th, 1938, *S.S. Hagfors* (Swedish).—The Master reported on arrival from Antwerp that the 2nd Engineer had been landed at Yarmouth the previous day. This was stated to be some form of bladder trouble.

July 27th, 1938, *S.S. Baron Minto* (British).—This vessel arrived from Liverpool on July 12th, when it dry docked for extensive repairs. They had on board a Lascar crew. A sailor was taken ill, and this was diagnosed as pneumonia. He was removed to the Port Health Authority's Hospital for treatment. The rest of the crew were in good health and no further cases of sickness occurred during their stay in dock.

October 5th, 1938, *S.S. Corcrest* (British).—The wireless operator was found to be suffering from jaundice on arrival from London. He received medical treatment and had practically recovered when the vessel was due for sailing.

November 15th, 1938, *S.S. Adria* (Panama).—Arrived from the River Tyne on the above date: a sailor was suffering from mastoid. He was removed to the Knight Memorial Hospital for treatment.

November 26th, 1938, *S.S. Halladale* (British).—A sailor was taken ill on arrival from Peterhead. He was diagnosed as suffering from appendicitis and removed to the Knight Memorial Hospital for treatment.

December 1st, 1938, *S.S. Obsidian* (British).—On arrival from London a sailor and fireman were found to have been suffering from influenza. They had almost recovered, but on medical advice were sent home to recuperate.

THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

There has been no importation of parrots or birds of similar species as defined in the Order. On several occasions love birds have been found on board, these being kept as domestic pets. The necessary forms have been served from time to time, prohibiting the removal of such birds while the vessels are waiting for a cargo.

V.—MEASURES AGAINST RODENTS.

1. Steps taken for detection of Rodent Plague :—

(a) *In Ships in Port.*—On arrival at the Port, vessels are examined, and if there is any evidence of rats notice is at once served on the Master. The Port Health Authority have their own official rat-catcher, who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year 20 rats have been examined bacteriologically by your Medical Officer for evidence of plague, but in no case was the result positive.

(b) *On Quays, Wharves, Warehouses, &c., in the vicinity of the Port.*—Poison baits are laid regularly along the river banks and around the docks, warehouses, dry docks, and the ship-breaking yard. Rat Week was duly observed, and every firm on the riverside was circularised and asked to co-operate with the Port Health Authority in a special effort for the destruction of these pests. The result appeared highly satisfactory, and a fair number of dead rats was recovered. Private firms throughout the year laid rat poisons in an effort to keep their premises as free as possible from rat infestation.

2. Measure taken to prevent the passage of rats between ships and the shore :—

Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessels are ready for sea. Special attention is given to gangways, ladders, &c.

3. Method or deratisation of :—

(a) *Ships, Fumigation.*—Some vessels deratised during the year were done with Sulphur Dioxide. The method employed is that of burning sulphur in specially constructed pails and sealing the compartment down for a period of from six to eight hours. The standard requirement for international purposes is 3 lb. of sulphur per 1,000 cubic feet of space, and sulphur of good quality only is used. Care is exercised to see that the proper cubic capacity of compartments is correctly estimated. The work is carried out by private firms, all of whom are established on Tyneside.

As in previous years HCN gas has been used. The work is carried out by skilled operators, and has at all times been found to be satisfactory. The standard for international purposes is 2 oz. per 1,000 cubic feet for holds, cargo spaces, &c., and 1 oz. per cubic foot for superstructures, that is officers' quarters, messrooms, galleys, &c. Observations have proved that the gas has a deadly effect on cockroaches, bugs, fleas, &c.

When vessels are undergoing fumigation every precaution is taken, such as the posting of notices over the ship's sides, also the fencing off of the gangways to render the process as free as possible from accidents. The minimum period of exposure for this gas is two hours, and effects a considerable saving of time compared with other methods, such as Sulphur Dioxide.

Trapping.—It was found necessary to carry out trapping occasionally during the year, and while it can be useful in clearing rats from single compartments, the method is not generally adopted where there are rat indications elsewhere. It is now recognised that fumigation, especially for International Sanitary Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons.—Poison baits are sometimes put down on vessels where there is only slight indications of rats. It is also a convenient way of dealing with the vessels which are laid up or where the vessels are having a short stay in port.

(b) *Premises in the vicinity of Docks and Quays.*—These are generally dealt with by poison baits as occasion may require. Trapping is also carried out on private premises.

4. *Measures taken for the detection of rats prevalence in ships and on shore.*—Daily inspections are carried out, and vessels are searched upon arrival by the Health Inspector and Rat Catcher. Special attention is given to foreign arrivals, also those from infected or suspected ports. Old vessels, where rat harbourage is more evident, are closely searched. Shore premises are also inspected, and advice is given to private owners on methods of rat destruction.

5. *Rat Proofing.*—(a) The docks, wharves, and warehouses are not of recent construction, and cannot be said to be rat-proof. As there is no importation of foodstuffs, no facilities are offered for the feeding of rats, and the various places are fairly free of rodents.

(b) Advice is given to the masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

RATS DESTROYED DURING 1938.

TABLE E.

(1) On Vessels.

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year,
Black Rats	Nil	Nil	Nil	Nil	134	Nil	2	4	Nil	2	Nil	4	146
Brown Rats	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Rat species not recorded .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	39	39
Rats examined	Nil	Nil	Nil	Nil	134	Nil	2	Nil	Nil	Nil	Nil	Nil	136
Rats infected with Plague	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

TABLE F.

(2) In Docks, Quays, Wharves, and Warehouses.

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black Rats	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	1
Brown Rats	Nil	Nil	2	Nil	Nil	1	Nil	Nil	Nil	Nil	2	2	7
Rat species not recorded .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Rats examined	Nil	Nil	2	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	3
Rats infected with Plague	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Poison Baits laid on Docks, Wharves, Quays, and Warehouses during the year 1938.

Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
50	30	70	70	75	75	50	50	75	75	125	50	795

TABLE G.

Measures of Rat Destruction on Plague “infected” or “suspected” Vessels, or Vessels from plague infected ports arriving in the Port during the year.

Total Number of such Vessels arriving.	Number of such fumigated by S.O.2.	Number of Rats killed.	Number of such fumigated by H.C.N.	Number of Rats killed.	Number of such on which trapping, poisoning, &c., were employed.	Number of Rats killed.	Number of such on which no measures were done.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	Number of Ships.	Number of Deratisation Certificates Issued.					Number of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After Fumigation with—			After Trapping, Poisoning.	Total.		
		H.C.N.	Sulphur.	H.C.N. and Sulphur.				
Ships up to 300 tons.....	19	..	..	..	..	19	19
Ships from 301 to 1,000 tons	55	..	..	..	..	55	55
“ 1,001 to 3,000 tons.....	24	..	3	..	..	3	24
“ 3,001 to 10,000 tons ...	4	..	3	..	..	3	4
Ships over 10,000 tons .....	..	..	..	..	..	..	..
Total	102	..	6	..	..	6	96
							102	

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

CLASSIFICATION OF NUISANCES.

Nationality of Vessel.	Number inspected during 1938.	Defects of original Construction	Structural defects through wear and tear.	Dirt, vermin, and other conditions prejudicial to health.
British	3,531	1	28	70
Other Nations ...	962	Nil	8	9

VII.—FOOD INSPECTION.

(1) As there is no importation of food at the Port, the action under the Public Health (Imported Food) Regulations, 1937, Imported Milk Regulation, 1926, Public Health (Preservatives, &c., in Food) Regulations, 1925 to 1927, is nil.

(2) *Shellfish*.—Public Health (Shellfish) Regulations, 1915.—An order is in force under the above Regulations prohibiting the distribution for sale for human consumption of any shellfish brought from any public laying or bed (unless such shellfish has been relaid in pure water for a period of at least one week). Copies of the Order are publicly displayed at all parts of the harbour.

No action has been taken regarding the Public Health (Shellfish) Regulations, 1934.

(3) Number of samples of food examined by Bacteriologist, nil ; Analyst, nil.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, &c.

The following table gives a list of vessels boarded during 1938 by the Medical Officer and Sanitary Inspector on account of diseases on board during the voyage, or at the time of arrival in Port, or while lying in harbour.

Date.	Name of Vessel.	Nationality.	Where from.	Rating of Sick.	Nature of Sickness.	Remarks.
1938.	S.S.					
Jan. 5	Ledaal	Norge	Middlesbrough .	Sailor.....	Non-infectious ...	Private treatment.
" 19	Ask	Norge	Stavanger	Captain	Accident	Private treatment.
" 31	Kath-Hawksfield	British.....	Dover	Sailor.....	Accident	Removed to K.M. Hospital.
Feb. 5	Annie Hugo-Stinnes 6 ..	German ...	Hamburg	Sailor.....	Accident	Private treatment.
" 9	Jessie H.....	Finnish.....	Tyne	Sailor.....	Eye trouble	Private treatment.
" 23	Stancar	Latvian ...	Boston	Stewardess	Pleurisy	Removed to Hospital at Boston.
" 25	Marion Fraber	German ...	Rotterdam ...	Fireman	Septic arm	Private treatment.
March 3	Yewvalley	British.....	Queensboro' ..	Sailor.....	Accident	Removed to Hospital.
" 6	Baltia	British.....	Rotterdam ...	Cook	Septic hand	Private treatment.
" 8	Sulev	Estonian ..	Trapani	Fireman	Tonsilitis.....	Private treatment.
" 17	Kadli	Estonian ..	Tayport	Two Firemen ..	Mumps	Private treatment.
" 25	Steinstad	Norge	Middlesbrough .	3rd Engineer ..	Heart trouble.....	Died at Middlesbrough.
April 12	Onto	Finnish ...	Tyne	Sailor.....	V.D.	Treatment at Tyne.
" 14	Memphis	Egyptian ..	Leith	Sailor.....	Accident	Private treatment at Dundee.
" 20	Grevfriars	British.....	Rouen	Mate	Accident	Private treatment.
May 16	Heilo	Norge	Faroe Isles ...	Sailor.....	Diphtheria.....	Removed to P.S. Hospital.
" 21	Hagfors	Swede	Harlingen	Fireman	Bladder trouble ..	Removed to K.M. Hospital.
" 25	Polglen	British.....	Cowes	Captain	Tonsilitis.....	Private treatment.
" 26	Frode	Norge	Hamburg	Captain	Stomach trouble ..	Private treatment in Hamburg.
June 9	Hagfors	Swede	Antwerp	2nd Engineer ..	Bladder trouble ..	Landed at Yarmouth.
" 9	Svenborg	Finnish ...	Kirkwall	Sailor.....	Heart trouble.....	Private treatment.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, &C.—*Continued.*

Date.	Name of Vessel.	Nationality.	Where from.	Rating of Sick.	Nature of Sickness.	Remarks.
1938.	S.S.					
June 20	Pool Fisher.....	British.....	Shoreham	Fireman	Varicose veins	Private treatment.
" 27	Ulea.....	Finnish.....	Portsmouth ...	Sailor.....	Ear trouble	Private treatment.
July 18	Fagervik	Swede	Tyne	Sailor.....	Accident to hand .	Removed to Newcastle Infirmary.
" 20	Start	Swede	Hartlepool	Fireman	Accident	Private treatment.
" 22	Baron Minto	British.....	Liverpool	Sailor.....	Pneumonia	Removed to P.S. Hospital.
August 5	Polgrange	British.....	Portsmouth ...	Bo'sun	Accident	Private treatment.
" 24	Indus.....	Swede	Rochester	Fireman	Rheumatism	Private treatment.
Sept. 7	Thixendale	British.....	Plymouth	Sailor.....	Accident	Private treatment.
" 8	Immo Ragnar	Finnish	London	Sailor.....	Appendicitis	Removed to Hospital at Gravesend.
" 12	Jarrix	British.....	Thornaby	Sailor.....	Accident	Private treatment.
" 16	Miervaldis.....	Latvian	Boston	Sailor.....	Neuralgia	Private treatment.
Oct. 5	Corcrest	British.....	London	Wireless Operator..	Jaundice	Private treatment.
Nov. 1	Rudmore	British.....	Emden	Captain	Bronchitis.....	Private treatment.
" 6	Kurikka	Finnish	London	Cook	Non-infectious ...	Private treatment.
" 15	Adria	Panama	Tyne	Fireman	Mastoid	Removed to K.M. Hospital.
" 20	I. Kondrup.....	Danish	Bordeaux	Fireman and Sailor..	Accident	Private treatment.
" 24	Ilves	Finnish	Makslahti	Engineer	Accident	Private treatment.
" 26	Halladale	British.....	Peterhead	Sailor.....	Appendicitis	Removed to K.M. Hospital.
Dec. 1	Obsidian	British.....	London	Fireman and Sailor..	Influenza	Fireman taken home for treatment.
" 3	Kandava.....	Latvian	Alloa	Sailor.....	Sore throat	Non-infectious.
" 4	Isbjorn	Norge	London	Sailor.....	Inflammation to eye	Private treatment.

Number of Vessels found having Structural and Sanitary Defects.

	Structural Defects.		Sanitary Defects.		Totals
	Foreign.	Coastwise.	Foreign.	Coastwise	
British Steam.....	4	25	10	60	99
British Motor	—	—	—	—	—
British Sail	—	—	—	—	—
Foreign Steam	1	7	2	7	17
Foreign Motor	—	—	—	—	—
Foreign Sail	—	—	—	—	—
	5	32	12	67	116

Defects in the above vessels have been dealt with as follows :—

	Work in hand.	Work completed.	Totals.
Forecastles to paint out	—	19	19
Forecastles to clean out	—	17	17
40 ports to renew	1	11	12
Forecastles to repair	—	6	6
Forecastle decks to caulk	—	3	3
Forecastle to reconstruct	—	2	2
Fresh water tanks to clean out	—	7	7
Galleys to repair and paint	—	4	4
New lockers to provide	—	5	5
Bogies to repair	—	3	3
Bogies to renew	—	2	2
Sanitary tanks to clean out	—	3	3
Ventilator to repair.....	—	1	1
Skylight to repair	—	1	1
Hawse pipe leaking	—	1	1
Ports to re-rubber	—	1	1
Old beds to destroy	—	3	3
Scupper to clear	—	1	1
Messroom to paint out	—	1	1
W.C.'s to refit	—	2	2
W.C.'s to repair	—	9	9
W.C.'s flushed on to Quay	—	13	13
	1	115	116

The total number of ships found verminous was 14. Crews' quarters (forecastles) and messrooms were the principal places affected. Fumigation and insecticides were the chief means of dealing with troublesome pests. It should be pointed out that recommendations are regularly made to Masters and other officers as to the efficacy of suitable insecticides so that they can be carried and used as required.

PORT SANITARY REGULATIONS, 1933, ARTICLE 19.

Deratisation Exemption Certificates.

The following vessels were granted Deratisation Certificates after a thorough examination of the vessels had been made by the officers of the Port Health Authority :—

Date.	Name of Vessel.	Nationality.
1938.		
Jan. 5	M.V. Irene	Dutch.
„ 6	Varangfjell	Norge.
„ 10	Ipswich Trader	British.
„ 12	Kemi	Finnish.
„ 15	Moortoft	British.
„ 25	Monkstone	British.
„ 29	Birtley	British.
Feb. 1	Sound Fisher	British.
„ 4	The Marchioness	British.
„ 7	Vesuvius	Swede.
„ 25	Lulonga	British.
March 1	Murrayfield	British.
„ 7	Baltia	German.
„ 8	Hjalmar Wessel	Norge.
„ 10	M.V. Sandhill	British.
„ 12	Redcar	British.
„ 15	Lesrix	British.
„ 23	Maindy Hill	British.
„ 25	Herfinn	Norge.
„ 26	Sig	Norge.
April 1	Quickstep	British.
„ 5	Rudolf	Norge.
„ 7	Skipjack	British.
„ 8	The Monarch	British.
„ 9	Ernrix	British.
„ 13	Marly	Norge.
„ 16	Heilo	Norge.
„ 21	Baron Blythswood	British.
„ 22	Chatwood	British.
„ 22	Pool Fisher	British.
„ 25	Southwood	British.
„ 25	Souliotis	Greek.
„ 28	Yewkyle	British.
May 10	Arnfinn Jarl	Norge.
„ 13	M.V. Alko	Dutch.
„ 20	Afon Towy	British.
„ 24	Wallsend	British.
„ 26	Brabant	Swede.
„ 26	Axel	Finnish.
„ 27	Frode	Norge.
„ 30	M.V. Tinda	Dutch.
„ 31	Diana	German.
June 8	Sojourner	British.
„ 27	Rudmore	British.

DERATISATION EXEMPTION CERTIFICATES—*continued.*

Date.	Name of Vessel.	Nationality.
1938.		
July 7	Wiima	Finnish.
„ 7	Ipswich Trader	British.
„ 8	Elsie	Finnish.
„ 11	Berta	Dutch.
„ 15	Moortoft	British.
„ 25	Copsewood	British.
„ 26	Monkstone	British.
„ 28	Hildur	Finnish.
August 2	M.V. Da Costa	Dutch.
„ 5	M.V. Duurswold	Dutch.
„ 8	Waterland	British.
„ 13	Eikhaug	Norge.
„ 23	Uddeholm	Swede.
„ 31	H.H. Petersen	Danish.
Sept. 3	Sirius	Swede.
„ 5	Neva	Swede.
„ 9	Tamworth	British.
„ 13	Lesrix	British.
„ 13	Hjalmar Wessel	Norge.
„ 13	Jarrix	British.
„ 16	Blacktoft	British.
„ 16	Queensland	British.
„ 19	Margo	Estonian.
„ 20	Nina	Norge.
„ 24	Isbjorn	Norge.
„ 26	Herma Gorthon	Swede.
Oct. 4	Wisborg	Swede.
„ 7	The Monarch	British.
„ 8	Ernrix	British.
„ 10	Yewglen	British.
„ 10	Transporter	Danish.
„ 10	Thyra	Swede.
„ 12	Colombia	Norge.
„ 13	Ardgantock	British.
„ 13	Eilian Hill	British.
„ 17	Antonios Chandris	Greek.
„ 20	Kaida	Estonian.
„ 21	Chatwood	British.
Nov. 1	Reias	Norge.
„ 4	Roy	Norge.
„ 7	M.V. Williamstown	British.
„ 9	Maurice Rose	British.
„ 22	Corton	British.
„ 29	Cedartree	British.
Dec. 1	Brabant	Swede.
„ 2	Foina	Norge.
„ 3	Trolla	Norge.
„ 6	Ada Gorthon	Swede.
„ 9	M.V. Saxon Queen	British.
„ 14	Alice Marie	British.
„ 21	Stesso	British.
„ 23	Malrix	British.

Fumigation of Vessels and other Measures taken for the Destruction of Rats.

Date.	Name of Vessel.	Necessity for Fumigation.	Action taken.	Number of Rats reported found after Fumigation.
1938.	S.S.			
May 1	Nicolas Filinis	—	Trapping ..	2
„ 18	Nicolas G. Culucundis	Rat infestation .	Fumigation.	132
July 20	Eston	—	Trapping ..	2
Oct. 16	Mount Myrto	Rat infestation .	Fumigation.	5
„ 24	Julia	—	Trapping ..	1
Dec. 3	Eastmoor	Infestation	Fumigation.	39 (Mice).
„ 29	Foch Rose	—	Trapping ..	4

Vessels Arriving from Infected or Suspected Ports.

The following table gives the number of vessels boarded in Blyth by the officers of the Port Health Authority on account of them coming directly or indirectly from foreign ports infected or suspected of being infected with cholera, plague, yellow fever, or typhus fever :—

Date, 1938.	From Infected Ports to Blyth.		From Suspected Ports to Blyth.						Total.
	Direct.	Indirect.	Direct.	Indirect.					
January	—	—	—	1	.....	1
February	—	2	.....	—	.....	2	.....	4
March	—	—	—	5	.....	5
April	—	3	.....	—	.....	3	.....	6
May	—	2	.....	—	.....	3	.....	5
June	—	2	.....	—	.....	1	.....	3
July	—	—	1	.....	1	.....	2
August	—	—	—	2	.....	2
September	—	1	.....	—	.....	6	.....	7
October	—	—	1	.....	3	.....	4
November	—	2	.....	1	.....	2	.....	5
December	—	1	.....	—	.....	1	.....	2
	—	13	.....	3	.....	30	.....	46

Nationalities of Vessels Arriving at the Port of Blyth, 1938.

British	3,478
Norge	239
Swede	227
Dutch	150
Finnish	78
Esthonian	61
German	56
Danish.....	56
Latvian	34
Belgian	14
Greek.....	11
Icelandic	3
French.....	3
Russian	3
Polish	1
Panama.....	1
Egyptian.....	1
Argentine	1
Jugo-Slav	1
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	4,418

Fishing Vessels :

British	88
Icelandic	14
Dutch	12
Danish.....	1
Polish	1
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	4,534

